



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS



1. 2—No. 3

RALEIGH, N. C.

Friday, February 8, 1946

ACTION BY PRA BEING AWAITED ON SIX PROJECTS

The contract on one project in the January 22nd letting has been awarded, and the awarding of contracts on six other projects is awaiting the concurrence of the Public Roads Administration, Chief Engineer W. Vance Baise announced today. He indicated that action by the Public Roads Administration may be taken before this issue of North Carolina Highways and Public Works is off the press.

Bids on five projects were rejected as being "too high," he said. These proposed projects are in Brunswick, Pender (3814), Durham, Person and Graham counties.

The project in Lenoir County, including grading, sand asphalt base and surfacing on the Hull road from the end of the present surfaced portion to US 70, and similar treatment of Queen Street from Summit Avenue to A & NC RR and Washington Avenue in Kinston, has been let to contract. Low bidder was A. K. Barrus, of Kinston, whose bid was \$57,886.26.

Projects in Martin, Perquimans, Jones, Cumberland, Pender (3815), and Caldwell counties are held in abeyance until action is taken by the Public Roads Administration. Low bidders were: Martin: Suber and Co., Whitmire, S. C., \$55,704.00; Perquimans: J. S. Hill Construction Co., Washington, N. C., \$89,682.00; Jones: W. F. Bowe Co., Augusta, Ga., \$270, 488.10; Cumberland: E. W. Grannis Co., Fayetteville, N. C., \$50,943.70; Pender: E. W. Grannis Co., \$34,014.00; Caldwell: E. W. Grannis Co., \$348,636.30.

NEW STAFF MEMBERS

The editorial office of "North Carolina Highways and Public Works" has received the appointment of two division correspondents. They are: Charles R. Smith, senior office engineer, who will report for the seventh division, and P. L. Welch, resident engineer, who will report for the fifth division. Also, Mrs. Kathleen B. Wilson has been added to the staff and will work in the Raleigh office. It is hoped that the appointment of additional division correspondents will be received in the near future. (See Pearce Leaves, page four)



E. O. PEARCE

PEARCE LEAVES; REAVES ASSUMES HIS NEW DUTIES

E. O. Pearce, assistant purchasing agent for the State Highway and Public Works Commission since July 1942, has resigned, and his place has been taken by W. G. Reaves, former principal general clerk in the third division mechanic's office in Fayetteville, Purchasing Agent J. M. Potter announced this week.

Pearce left Tuesday after indoctrinating Reaves in his new duties. Reaves reported here for work on February 1st.

The new assistant purchasing agent is a veteran of World War II, having been discharged from the Army last month after serving in uniform for slightly more than two years. He has been employed by the Commission since 1937, having gone on a leave of absence in December 1943 to enlist in the Army. Since being employed by the Commission, he has made his home in Fayetteville, where Mrs. Reaves will continue to reside until they can make suitable housing arrangements here.

In his letter of resignation, addressed to Potter, Pearce said: "For the past three and one half years, it has been my pleasure to serve you as your assistant. I now take this opportunity of thanking you for your very constructive supervision and guidance during these years, and also to express full and

Citizens of Enfield, in Halifax County, have taken occasion recently to express their appreciation to C. F. Gore, district engineer at Weldon, for his prompt attention to county roads in that vicinity.

We have received copies of the letters written to Mr. Gore, and it is a pleasure to publish them, as follows:

"Mr. C. F. Gore, Supt., State Highway Maintenance, Weldon, North Carolina

Dear Mr. Gore:

"I would like to take this opportunity to thank you for your prompt attention given the repairing of the highway just beyond Browning's store.

"Mr. Hudson evidently did not eat lunch that day, because the road was being repaired in less than an hour after my telephone conversation with you.

"I am sure that I speak the sentiments of all the people, who live beyond that "bad hole," in thanking you for your prompt attention.

Very truly yours
Frank S. Pittman"

(Mr. Pittman is a merchant of Enfield, N. C.)

"Mr. C. F. Gore, Supt., State Highway and Public Works Commission, Weldon, N. C.

Dear Mr. Gore:—
"I hasten to express to you the gratitude of the Enfield Lions Club for the prompt manner in which action was taken in making the road from Enfield to Ringgold passable.

"I am sure that I can speak for the whole community when I say that we all are very well pleased with the spirit of cooperation you and your department displayed in this matter.

Yours truly,
John W. McGwigan, Pres.,
Enfield Lions Club

INFLUENZA KEEPS AUSTIN AT HOME

S. C. (Bob) Austin, State Equipment Engineer, has been confined to his home here for the past several days with a case of influenza. As this is being written (Monday morning,) he is reported to be improving and hopes to be back in his office within the next few days.

NORTH CAROLINA
HIGHWAYS & PUBLIC WORKS
Vol. 2 February 8, 1946 No. 3
PUBLISHED BY THE
NORTH CAROLINA STATE HIGHWAY
& PUBLIC WORKS COMMISSION
STATE HIGHWAY BUILDING,
RALEIGH, N. C.
F. O. CARVER, JR., *Editor*

Published semi-monthly by the State Highway and Public Works Commission in the interest of its employes and other citizens who are interested in the activities falling under the jurisdiction of the Commission. Sent free upon written application.

TRAINING

The training program for veterans announced in the last issue of this paper will provide an excellent opportunity for men of our organization to secure additional training in one of seven classifications pertaining to the equipment department. Only veterans of World War II are eligible, and none except veterans need apply.

The ratio of trainees has been organized on a definite basis, which will be observed throughout the training periods allowed. For example, auto mechanics can be trained for four years, with the ratio being one trainee for each five employes in a shop, plus another trainee for the shop. A shop having, we'll say, 12 employes would become eligible under this system for three trainees, with the ratio to be followed in other categories being as they have already been outlined in this publication.

Any veteran of World War II can apply, with preference being given to veterans already employed by the Commission. Suppose there is an opening for a trainee in a shop in one section of the state, but there is no local employe who applies for the training? In that case, a survey of the state organization will be made to find a veteran who has applied for the particular type of training available. If there is

one, even though he may reside in a different section of the state, he will be given the opportunity of filling the vacancy. However, he does not have to do so. He will get first preference; if he chooses not to accept the opening, and if no other eligible person in the organization wishes it, an applicant from outside the State Highway and Public Works Commission will be given a chance at it. To sum up: veterans within the organization will be given first choice at all training programs; then, if any openings remain, applicants from the outside will be given consideration.

Mr. Rogers has stated that application has been made to expand the training facilities to include classifications in the highway construction field. It is hoped that the Veterans Committee on Education will act favorably on this application in the near future.

PLEASE!

Some weeks ago, we sent out a call for complete mailing lists of all the personnel throughout the state. Since that time, the response has been very satisfactory, with many mailing lists having already been received, and others writing in that their lists are in the process of completion.

The cooperation given by department heads, division and district engineers is greatly appreciated. However, there remain a few mailing lists to be received, and we earnestly hope that these will be mailed to this office in the very near future.

We hope, ultimately, to place this paper in the hands of each member of our organization. This can be done with complete accuracy only when we have received mailing lists from all the activities throughout the state.

Nineteen of the peaks of the Andes mountains exceed 20,000 feet in elevation.

RETURNING VETERANS

The roster of returning veterans published today includes the names of eleven more men who have come home from the wars and have resumed their work with the Commission. This brings the total reported as returned thus far to forty-four men.

Charles R. Smith, Correspondent for this paper in the Seventh Division, has sent in a list of men from his division who have come back to work wearing "ruptured ducks" or "homing pigeons" (take your choice.) This list will be published in the February 22nd issue.

Men coming back as reported in today's issue are as follows: W. G. Reaves, who entered the Army in December 1943 and was discharged in January, 1945. He went back to his post as principal general clerk in the third division mechanic's office in Fayetteville but now has been transferred to the Raleigh office as assistant purchasing agent, replacing E. O. Pearce, resigned.

J. C. Moore, sergeant, U. S. Army, 347th Engineers. After serving his country in uniform for three years and five months, ex-Sergeant Moore has returned to his old job with the bridge maintenance department as a skilled bridgeman.

Stanley Barger, staff sergeant, U. S. Army. He was attached to the 3162 Signal Service Company and saw action in France, England and Germany. He was in the Army 50 months and has returned to work with the bridge maintenance department as an electrician.

Another electrician returning to work with C. B. Taylor's bridge maintenance department is Worth Sanderford, ex-technical sergeant, U. S. Army. He was attached to C Co., 51st Armored Infantry, 4th Armored Division. In service for three years and nine months, he saw action in England, France and Germany.

J. W. Marshburn, radioman first class, U. S. Naval Reserve, reported for work with the Commission on February 1st. He returned to his old job of supervising the operation of traffic counters (electric eye) in the southeastern section of the state, including Wilmington, Fayetteville, Albermarle and Charlotte. For the duration of the war, he served as flag radioman aboard the USS Washington. It was reported here recently that Marshburn has abandoned the ranks of bachelorthood and has taken unto himself a wife. Congratulations!

J. J. Gilbert, first district engineer in the second division, reports that six men have returned. They are:

Wilbur Cowan, private, U. S. Army, entered the Service in December, 1942 returning to work in Washington in October, 1945. He was in the European theatre during most of his military service.

J. T. Harris, corporal, U. S. Army. Entering military service in April, 1943, he spent some time in the European theatre, returning to civilian life in October, 1945. His home is in Washington.

W. R. Norman, Blounts Creek, went to the Army in August, 1940, and was discharged in September 1945, holding the rating of technical sergeant at discharge. He spent much of his military service outside the continental limits.

R. E. Midgett, Columbia, Pfc, U. S. Army. He entered service in April, 1942 and returned to civilian life in October 1945, after spending some time in the European theatre with the 471st engineering maintenance company.

T. B. Sykes, Creswell, sergeant, U. S. Army, received his discharge in September 1945 after spending more than three years in the Army as a military policeman.

Nathan S. Bodwell, Pfc, U. S. Army, returned to civilian life in October, 1945. He entered Service in July 1942, being attached to the ordnance department, 895th engineering company in the European theatre. His home is in Columbia.

NEW ARRIVAL

Mr. and Mrs. Arthur Griswold are receiving congratulations on the birth of a son. The new arrival weighed seven pounds, fourteen ounces at birth. Mother and son are reported to be getting along nicely. Griswold is foreman of the tobacco plant in Central Prison Industries.

DID YOU KNOW?

Did you know that under very extreme conditions a perfectly smooth tire will operate more satisfactorily than a cleated tire, because traction is obtained mainly from the coefficient of friction between the rubber and the sand.

Loose chains give better traction and longer tire life than chains which are fastened tightly.

High speeds cause tire heat. Overloads cause heat. Underinflation causes heat. Heat is the arch-enemy of rubber. For lower tire costs, watch out for heat.

1946 OFFICERS FOR ENGINEERS

The North Carolina Society of Engineers concluded its 28th annual convention here on Saturday, January 26th, following a two-day meeting at the Sir Walter Hotel, at which reports were submitted and several prominent speakers were heard.

Highlight of the convention was the banquet on Friday evening, followed by a dance in the hotel ballroom. Speaker for the banquet was W. D. Carmichael, comptroller of the University of North Carolina.

Presiding over the 1945 convention was L. W. Payne, assistant state highway engineer, who served as president during the year. A report of the tellers committee revealed that T. J. Hewitt, Wilmington, had been elected president for 1946.

Other officers elected to serve this year were: W. P. Lyman, engineer with Carolina Power and Light Co., vice-president; Withers Davis, right-of-way engineer with the State Highway and Public Works Commission in the third division, of Clinton, T. B. Gunter, Jr., state bridge engineer with the Commission, of Raleigh, R. P. Reece, of Winston-Salem, and Neil H. Brown, of Charlotte, as new members of the board of directors. Hold-over directors are: T. T. Betts, third division engineer with the Commission, of Fayetteville, R. A. Thomas, H. D. Jones and Marshall E. Lake. Payne, as immediate past president, is also a member of the board. The directors will meet in the near future to elect a secretary-treasurer for this year.

SHEARRON DIES

E. L. Shearron, foreman of the canning department in the Prison Department until ill health caused his resignation about two years ago, passed away on Saturday, February 2nd. Funeral rites were held Sunday. His many friends in this organization will regret to learn of his death.

We never did care much for "clock watchers," but here is something about a watch which is worth quoting:

"Strive always to be like a good watch—open face, busy hands, pure gold, well regulated and full of good works."

A bathing suit that had never been worn was returned to a Chicago department store recently, 24 years after it was bought.

No word of explanation accompanied the suit, which was still in the box in which it had been sent.

NEW CHAPLAIN SETTLES DOWN TO WORK



The Rev. William H. R. Jackson, newly appointed Prison Chaplain, is shown seated at his desk at the Central Prison administration building as he prepares to administer the affairs of his office. (Photo by J. W. Bryan, Jr., Prison Identification Bureau.)

FIRST MONTH ENJOYABLE ONE, SAYS NEW RELIGIOUS DIRECTOR

The new director of religious training for state prisoners, the Rev. William H. R. Jackson, said today that his first month in office has been a most enjoyable one, "because all concerned have been most cooperative."

Chaplain Jackson praised the cooperation being given him by Warden H. H. Wilson of Central Prison and by Thomas Edison, superintendent of the Women's Prison here. Also, he said that the division supervisors and prison camp superintendents contacted have already signified their readiness to cooperate with his office. "This, of course, is very gratifying to me," he added.

Since he reported for work early in January, Jackson has adopted the policy of holding the Sunday religious services at both Central Prison and the Women's Prison, as well as holding services for the men

on death row. He pointed out that this procedure has not been followed in the past, when frequently the services were conducted by ministers who were not connected with the prison department.

"Recently," Chaplain Jackson said, "I had supper with the inmates at Central Prison, and I overheard one man say: 'That's about the best thing that fellow could have done.'

Inclement weather and the short time he has been on the job have prevented him from visiting all the prison camps. However, he announced today that he hopes to visit all of them in the near future. He also said that many ministers throughout the state have written him, pledging their cooperation and support of his program. "Of this I promise to help," he said, "I am deeply appreciative and grateful."

JOHNSON TAKES EFIRD'S PLACE

The resignation of Crayon Efird as Assistant Director of the State Division of Purchase and Contract was announced recently by W. Z. Betts, Director. Succeeding Efird is James M. Johnson, who returned to work in the highway building on January 15th.

Efird, who had been with the division since 1941, plans to return to his hometown, Albemarle, where he will be engaged in the farm machinery and truck business.

Johnson is a veteran of World War II, having been a lieutenant in the U. S. Naval Reserve. He went on active duty one year to the day after Pearl Harbor, saw action aboard several ships in the Pacific, where he spent most of his military service, and climaxed his tour of duty by arriving in Toyko Bay just a few days after the Jap surrender.

He started to work with the highway commission the day he graduated from N. C. State College in June, 1931 and remained until he resigned to become purchasing agent at Camp Butner during the period that military establishment was under construction. Later, he went to Washington with the government's procurement division, where he was purchasing agent for lend-lease. When he resigned from the Highway Commission position, he was assistant purchasing agent.

LAST WILL

"Judge," said the contractor to his lawyer, "Doctor says I got a month to live. I want to make my will."

"Fix it so my overdraft in the First National goes to my wife. She can explain it to them."

"Give my unpaid bills to the bonding company. They took some awful chances on me and are entitled to something."

"That new-fangled machine on the job, I want the resident engineer to have. He made me buy it; maybe he can make it work."

"My retained percentage, give it to the state. I never expected to get it anyway."

"My equipment, give it to the junk man. He has had his eye on it for several years."

"My keg, I want to go to my bootlegger. I hope that it costs him as much to keep it wet as it has me."

"I want you to handle the funeral for me, Judge. Any undertaker will do, but I want these six material men for pall bearers. They have carried me so long they might as well finish the job."

The Hercules Record.

HIGHWAY WORKERS ARE PRAISED IN PRESENTATION SPEECH HERE

The speech delivered by D. B. McCrary, Asheboro, former chairman-member of the State Highway and Public Works Commission, during the presentation ceremony of the D. B. McCrary Award to J. W. (Buck) Upton here on January 9th, is published in full below.

This speech is reprinted herein because so many of the personnel could not be present to hear Mr. McCrary in person.

The speaker was introduced by A. H. Graham, chairman of the Commission, who presided over the ceremonies.

A few copies of Mr. McCrary's speech, which follows, are available and will be distributed, as long as the supply lasts, on application to the editor of this paper.

"Mr. Chairman,
Members of the Commission,
Members of the Award Committee,
Ladies and Gentlemen:

"The great system of public highways which crosses and re-crosses the State of North Carolina from north to south and from the mountains to the sea is an achievement of many minds and countless hands. In themselves, the words "North Carolina State Highway Commission" are cold and lifeless until they take on the human qualities of the men which those words represent—and have represented for the past quarter century.

"Human toil, supplemented by the minds and hearts of men, have imparted a vital character to the one organization which touches daily the lives of every citizen of our great State. The State Highway Commission could never have won the esteem and confidence of our people had not its representatives been men of intelligence and faithfulness, infused with a zeal for public service. We might well borrow the words of a great statesman and say of these men: "Seldom have so many owed so much to so few."

"No greater joy enters into the soul of man than the satisfaction of knowing that his task has been well done, and that his efforts have not gone unnoticed. So far as I know, this is the first occasion on which distinguished service by a highway employee has been given public recognition in the form of an Award. That such an Award had its inception in the minds of men and women who are devoting their lives and talents to the building and maintenance of our great

system of highways is of itself a testimony to their unselfish will to serve with increasing effectiveness.

"To have this Award bear my name and be established in my honor by men and women with whom it was my privilege to work and plan touches me deeply and fills my heart both with gratitude and humility. I am appreciative of the spirit prompting the men and women who conceived the idea of the Award; I am grateful to the Commission for establishing it and assigning it a prominent and permanent place in the Commission room, and I know that each member joins with me in the sincere hope that through the years it will serve to inspire every man to greater achievement for the public welfare.

"I know of no fitting way to express my personal appreciation for the honor shown me. Some of my happiest memories are associated with the eight years during which it was my privilege to serve as a member of the Commission, and these memories spring from the thoughts of those men whom I came to know and esteem. When, upon two separate occasions, I was called to the Chairmanship of the Commission, it was likewise my privilege to become better acquainted with the personnel of the Raleigh office and a large number of persons in each of the ten divisions throughout the State. I shall always remember and be thankful to my associates of the Commission and the employees of the Departments for the co-operative spirit displayed, even during those war years when the handicaps of maintenance and planning appeared at times almost insurmountable.

"All over North Carolina men of high purpose and unusual ability are engaged in the many phases of highway work. It speaks well for the idea of the Award itself that so many of the eligible were nominated to receive this merited recognition. Without question, the Award Committee must have experienced difficulty in coming to a decision in the face of so much worthy endeavor. Their decision, as has been announced in the press, resulted in the selection of Mr. J. W. Upton, Division Mechanic of the Third Division, as having done the work that rendered the greatest service in advancing the welfare and progress of the Commission during the year 1945. During my service as Chairman, I felt the need for

accurate and reliable records of equipment parts, materials and supplies in the various warehouses throughout the State. Such definite knowledge is a requisite to the elimination of waste and the effective use of surplus supplies that could be transferred to points of need.

"This deficiency in the keeping of records has been overcome by Mr. Upton by means of unusual initiative and desire to serve above and beyond the call of ordinary duty. He has devised, perfected and put into operation systems of record-keeping that have been adopted as a basis for a State-wide perpetual inventory. He further devised a system of periodic equipment inspections which, through his leadership, has been revised into a Statewide preventive maintenance system and has been adopted by the Commission. These accomplishments of J. W. Upton are indeed outstanding. These are meritorious achievements deserving of exceptional recognition, and they reflect credit upon the spirit which pervades the whole structure of the organization.

"Buck, you have distinguished yourself, and I know that your first thought was for more efficient operation rather than for any personal recognition that might come to you. It makes me very happy to present this Certificate of Award to you, and to know that the name J. W. Upton engraved upon the permanent plaque of the Award represents intelligent and public spirited planning and labor for the welfare of all the people of North Carolina."

PEARCE LEAVES

(Continued from page one)
complete satisfaction with the warm, friendly, personal relationship that has always existed between us."

Pearce's resignation will be regretted by his many friends in this organization. However, they will be glad to know that he will continue to make his home in Raleigh, where he will be associated with the Raleigh office of the Mitchell Distributing Company of Spruce Pine as governmental sales manager and purchasing agent. The Raleigh branch office is just being established and will be headed by J. W. Green, of Spruce Pine. Its local address is 735 W. Hargett street, where complete sales, warehouse and servicing facilities will be maintained, Pearce said. He expects to spend the next two weeks in Spruce Pine and will be back in Raleigh on his new job on or about February 20th.

NORTH CAROLINA TOPS SOUTHEAST IN FREE FERRIES

North Carolina is the only state east of the Mississippi river in which there is not a single toll ferry or toll station on any public road throughout the state.

This statement was made in a memorandum submitted to Chairman A. H. Graham of the State Highway and Public Works Commission by J. S. Burch, engineer of statistics and planning. Burch gave a summary of the traffic handled by the ferries during 1945.

A total of 82,688 cars and trucks used the ferries during the year, with 174,223 passengers other than drivers being accommodated. Despite breakdowns, adverse tides and storms, the ferries operated 93 percent of their scheduled time, Burch stated.

The heaviest traffic was across Croatan Sound from Mann's Harbor on the mainland to Roanoke Island. A total of 16,201 passenger vehicles and 3,093 commercial vehicles used this ferry, for a yearly grand total of 19,294 vehicles. Also, there were 33,211 people, not counting drivers, who made use of the ferry during the year.

Also operated by the Commission are 34 drawbridge tenders over navigable streams, and there is no toll charged for their use. Heaviest travelled of these are located at New Bern and Wilmington. At New Bern, drawbridge tenders are located on the Neuse river bridge on US 17 and on the Trent river bridge on US 70; at Wilmington, they are located on the Cape Fear on US 17 and 74.

ANOTHER RECIPE TO KEEP YOUNG

Nathan Tyson, father of W. Alec Tyson, believes that young ideas is one way to keep a person feeling young. Although in his mid-seventies, the elder Tyson took his first plane ride a few days ago, flying to California to the bedside of his brother, Will Tyson, a resident of near Los Angeles for the past several years. Will Tyson died a few days after his brother's arrival. After attending the funeral rites and remaining a few days with the family, Nathan Tyson returned home early this week, travelling by train on the return trip. However, he says he is planning to fly to England for a visit to the Tyson home place near Manchester some time soon. Alec has been an employee of the Commission for 23 years, being employed at the equipment depot at the present time.